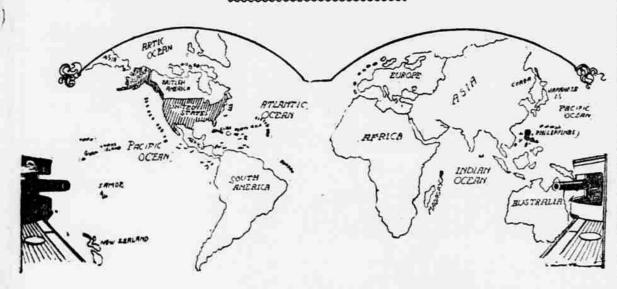
HOW THE SHIPS OF OUR NAVY ARE DISTRIBUTED OVER THE WATERS OF THE EARTH.

To Effectively Carry Out All the Duties of Police, Neutrality, Protection, Exploration, and Training of Armed Forces Afloat, the United States Assigns Its Cruising Fleet to Geographical Divisions, Known Officially as the North Atlantic, Pacific, European, South Atlantic and



The black ships show the locations of our present naval force. The white boats represent the force recommended by the Bureau of Navigation.

BY COMMANDER J. D. JERROLD KELLEY, U. S. N.

WRITTEN FOR THE SUNDAY REPUBLIC. CRUISING STATIONS.

The United States assigns its cruising force to five geographical divisions, and it is interesting to recall that their official boundaries have varied but little in many

It is true that the designations have from time to time been modified, and some old names, familiar once as household words, have disappeared. Beyond this the navy, that most conservative of all executive bodies, has not

To carry out effectively all the duties of police, neutrality, protection, exploration and training our armed forces affoat are assembled on the following stations: First, the North Atlantic; second, the Pacific; third, the European; fourth, the South Atlantic, and, fifth, the Aslatic.

The limits of the North Atlantic extend from the east coast of North America to the forty-fifth degree of west longitude, or to about the meridian of the tude, or to about the meridian of the Grand Banks, and from any indefinite morth intitude to the equator, and thence in a diagonal line westward along the northeastern coast of South America. Within this area, but not under its control, are the navy yards of Fortsmouth, N. H.; Boston, New York, League Island, Norfolk, Charleston, S. C., and Pensacola, and the naval stations at Newport, New London, Beaufort, Key West and Algiers, La.

In addition there are various coal depost, one notably on Narragansett Bay, and another on the Dry Tortugas. It is curious to note here, as an obiter dictum, that the actual location of each Eastern navy yard has a title quite different from its official designation.

Porstmouth Yard is in Kittery, Me.; Boston Yard is in Charleston; New York Navy Yard is in Brooklyn; Noriolk Navy Tard is in Gosport, a suburb of Portsmouth, Va., and Pensacola Yard is in Warrington.

INCLUDES AMERICAN COAST. The Pacific Station includes the Pacific coasts of North and South America, North of the equator it extends to 178 degrees west longitude and south to some point not specifically designated in consequence of the extension of the Asiatic Station, after the war with Spain.

Within its limits are located the navy yards at Bremerton, Wash., and Marc Island, Cal., and the coal depots at Pichlinque, in Lower California, at Tutulia, Samoa, and at Hawaii, together with a naval station on the island of that name. The European station embraces the coasts of Europe, the Mediterranean on both shores and the African coast as far south as St. Paul de Loando; thence diagonally westward to the junction of the equator and the forty-fifth degree of west longitude, this meridian separating it from the North Atlantic.

Formerly there was a storehouse within these limits, and a soft berth it afforded but it has been abandoned.

The South Atlantic station begins at the southern limits of the European and embraces all the Atlantic coasts of Africa and South America, and extends to the seventieth degree of east longitude, north to the equator—that is, beyond and around the Cape of Good Hope.

The Asiatic station takes in the east coast of Africa (excluding the waters of the South Atlantie), the Indian Ocean, China Seas and the Pacific Ocean east of 130 degrees west. In this area are situated the navy yards at Cavire, Manila, the decaying station at Subig Bay, and the Sorehouse and hospital in Yokohama, Japan.

Roughly speaking, its waters include nearly one-half of the naval cruising area, thus sharing with the Pacific in a close west longitude and south to some point t specifically designated in consequence

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elhorst System of piano-pricing, based on factory cost, and not on the "what-we-can-get-plan" of many other stores.

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cuses are unfair to the great majority of buyers.

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horst Store are marked in plain figures. If for any reason

an instrument is reduced in price-and that frequently

happens in the piano business as in all other kinds of busi-

ness-the reduction is the same to one and all alike and

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equality about twelve-sixteenths of the zones subjected to naval protection. Of the remainder South America has about two-sixteenths and the North Atlantic and European about one-sixteenth each. Rejecting the water spaces of the world not of necessity subjected to the visits of war vessels, more than 160,000,000 of water square miles demand the protection of the navies. If official reports be accepted our contribution to this police duty is inadequate in size and illogical in compositon.

NORTH ATLANTIC COAST.

In his report for 1963 Rear Admiral H. C. Taylor, U. S. N., describes the character of the existing fleets and squadrons and makes many pertinent suggestions upon the actual force that we should as-

and makes many pertinent suggestions upon the actual force that we should assemble in the various seas of the world.
Our actual squadrons and what they
should be, according to his judgment, are
set down in the chart accompanying the
article. Beginning with the North Atiantic station, he points out that this force
was in 192 expanded into a fleet consisting
of the battleship squadron under a Rear
Admiral, commander in chief; of the
Caribbean squadron under a Rear Admiral, and of the coast squadron, also under a Rear Admiral.
The flag officers commanding these two
latter mentioned squadrons are subject to
the orders of the commander in chief of
the fleet. semble in the various seas of the world.

The flag officers commanding these two latter mentioned squadrons are subject to the orders of the commander in chief of the fieet.

The battleship squadron thus forms a nucleus around which may be gathered the other units to assist as occasion demands in special duties or in the manuevers and tactical exercises which now form a part of our regular winter and summer programme.

The Caribbean squadron, created in October, 1802, is intended to provide a force in Caribbean waters which can proceed quickly to points demanding protection for American interests.

Prompt action is more thoroughly provided for, it is believed, by the presence of a flag officer, who may of his own initiative investigate difficult countries that border on the Caribbean.

The number of crulsers needed in this squadron is set down as eight, five of which should be improved Olympiae, and three be vessels of light draught specially constructed for river service, but capable of keeping the sea. This would provide at all times a division or squadron of four crulsers for active sea service and two vessels for river work, allowing one of each type to be absent for repairs.

Culebra Island has hitherto been its headquarters, but Guantanamo has finally been chosen as its primary base and as a permanent dock yard. With this position well defended by fortifications, it is unlikely that strong works will be needed at Culebra.

The coast squadron was organized on May 19, 1963, and is composed of the battleship Texas, the monitors, Arkansas, Nevada and Florida and a flotilla of five destroyers. This force is to constitute one of the principal elements in the general strategic plan and will be used primarily for the defense of our coast and secondarily as a reserve to strengthen our principal fleet in the West Indies.

It is intended that this squadron shall be composed of powerful ships, like the three new monitors, which, though formulable in battle, are not designed for distant cruising or continuous foreign duty.

distant cruising or continuous foreign duty.

It is to be regularly based upon Key West and its vicinity, as this is a convenient central position with reference to the Atlantic coast, the Gulf of Mexico and the West Indies. The ships of this squadron find active employment during the summer months as a training division for the Navai Academy. The increased number of midshipmen makes it necessary to have a large practice squadron, and the use of an active cruising force for this purpose has already proved beneficial.

The midshipmen become familiar with the routine and customs of a regular

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IRON BEDS The Co-Op's \$3.50 Beds are

No Goods Sold to Other Furniture Dealers!!

BEDROOM SUITS \$11.75 Elegant Sults-were \$15.00.....

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Elegant Beds-were \$50.00-for \$23.85

THE CO-OP'S MANTEL

FOLDING BEDS

With 18x40 Mirror-were \$18.00-for....

With Mirror Top-

and uniformity of effort through the personal superintendence of the Bureau of Navigation. The cruises are to extend over a period of two or three mouths, and at stated intervals in the year the ships will be united for general drill. This squadron has its base in Hampton Roads.

The irregular character of this force and the diverse types of ships of which it is composed are undestrable.

Economy indicates that we should have a number of vessels similar in class and size, capable of being used as training ships in peace and as cruisers in war. True economy must be furthered by building a type of training vessels that will have an all around usefulness.

Eight such vessels are required and they should be of the same size as the San Francisco, with a sea speed of sixteen knots and a large coal endurance, but with such reductions in armament as will enable them to bertha large number of men. In Golden Oak-were \$20.00 Extra Large-great \$5.00 value.... THE CO-OP'S such reductions in armament as will ena-ble them to berth a large number of men. EXTENSION TABLES

FOREIGN DIVISIONS. The South Atlantic squadren consists of a few ships utterly unlike in design and unequal in possibilities. Our interests in these waters are always important and the little group stationed there should be

FOUND IMPRACTICABLE

This system had some success when the number of men in the navy was insignifi-

cant; but with several thousand under training at one time it is impracticable to

supervise the details and insure energy

and uniformity of effort through the per-

PACIFIC WATERS.

squadron, and this should consist of two divisions, each having four vessels. Hitherto it has not been found practicable to employ more than four ships actively cruising in these waters.

The extent of this station and our interests in the Pacific make it impracticable to carry on the work properly with less than the two divisions indicated.

It is not intended that these shall interchange with other squadrons as frequently as in the Atlantic, but it is deemed advisable that one division of four cruisers should from time to time visit the west coast of South America, and when practicable interchange with the South Atlantic Squadron at the Straits of Magellan.

It is also probable that a division of this squadron will occasionally interchange with the cruiser division of the Asiatic fleet, meeting for that purpose at a convenient redezvous off Honolulu or among the Aleutian Islands.

Preparedness for war demands that this habit of mobility should become nearly automatic. Some objections have been raised that squadrons will not remain long enough on any one station, and, therefore, fail to become familiarly acquainted with it. This defect must, however, be borne with for the greater good that results from acquiring "the habit of mobility."

The vessels assembled in Asiatic waters have been for nearly six years actively employed in very trying duties.

A MEMORABLE CRUISE, The battleships and cruiser division of this fleet made at the very end of 1963 a

freeboard Oregon—came out of the trial unscathed.
Six cruisers of an improved Olympia type and four cruisers of the scout type are needed on this station.
Of these two are available and two must be provided. The Commander in Chief of the fleet recommends that two vessels, small gunboats or large launches, be built and assigned for services in chinese rivers for the protection of our interests in such places as our present gunboats cannot reach, owing to their draught.
Other nations have vessels of this description in Asiatic waters, and as American interests in China are expanding it

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THE CO-OP'S IRON BEDS \$10.50 quality-

THE CO-OP'S ODD DRESSERS With large bevel mirrors \$9.75

Golden Oak-worth \$7.50-for..... Extra Wide-worth \$12.60-for.....

THE CO-OP'S PARLOR SUITS 5 Pieces— worth \$35.00—for...... 5 Pieces— worth \$50.00—for......

\$8.25 In Golden Oak-worth \$10.00-for......

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HAT RACKS Co-Op's \$18.00 kind— in this sale. \$7.75 THE CO-OP'S COMBINATION

BOOKCASES \$17.00 Qualities— in this sale...... . \$8,50 \$28.00 Qualities-.\$14.00

THE CO-OP'S ODD PARLOR CHAIRS

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\$4,00 All color velours-worth \$8.00-for..... Extra wide and tufted— were \$12.50—for..... THE CO-OF'S

CENTER TABLES

\$4.75 24x24-inch Tops— were \$2.00-for..... . 85c

BANKRUPT STOCK OF MANTEL FOLDING BEDS That the Co-Op Marked \$4.98 at \$10.00 are now cut to......

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Tollet Sets-with slop jar-were \$3.50......\$1.75 Dinner Sets-56 pieces-were \$6.00...... THE CO-OP'S

MORRIS CHAIRS With reversible cushions-were \$3.00....

THE CO-OP'S MUSIC CABINETS

With mirror top-were \$12.00-for.....

THE CO-OP'S DINING CHAIRS

Were \$1.00-for ..

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All color velour-were \$8.00-for..... were \$50.00-for.....\$27.00

SAME GREAT VALUES ON SALE AT OUR EAST ST. LOUIS STORE, COLLINSVILLE AVENUE AND BROADWAY.

these waters are always important and the little group stationed there should be increased.

The least number of cruisers desirable is six, four of a scout cruiser type and two improved Olympias. Of the cruisers now in service and building three could be spared for the station, thus leaving only three to be provided. In the development of the fleet this force would be assigned to the South Atlantic station during peace for purposes of tactical drills and incidentally to watch American interests in that region.

In case of war it could be united with other squadrons in the West Indies, thus forming a fleet of considerable strength.

The latest official announcement is that the various squadrons are at set periods to interchange duties, and it is reported that the European and South Atlantic squadrons are to exchange stations at the completion of the winter maneavers in the Carlibbean.

This will be better news to the South Atlantic officers and men than to the Mediterranean cruisers. It must be confessed that of late the latter's employment has not been all skittles and beer, owing to the difficulties at Beyrout.

The European squadron consists of a small division, its principal strength being centered in the flagship.

The official plan contemplates the assignment to this important station of cruisers belonging to the general type before mentioned.

Six of these vessels should be provided, four of which should cruise together for tactical and squadron work, one be used for visiting distant and minor ports of the station and one be under repairs.

It is important to keep all these Atlantic squadrons at a proper strength, so when gathered into a fleet the rearrangement found necessary last winter at Culebra, owing to the distant and minor ports of the mobilized ships, may not be imperative before any serious work can begin.

The Pacific Station requires a cruise squadron, and this should consist of two divisions, each having four vessels, Hith-

of mobility."

The vessels assembled in Asiatic waters have been for nearly six years actively employed in very trying duties.

Owing to patent reasons the force has grown to such a size that it had to be organized in 1902 into a fleet with three divisions, the general situation apparently demanding a battleship squadron, a cruiser squadron and a squadron of small vessels.

cruiser squadron and a squadron of simal vessels.

This organization of the force will take time to complete, but there is no reason to doubt that it will proceed on these broad lines. The natural base of this fleet is the Philippines.

Mention has been made of a naval depot at Subig Bay, and it may be added as a matter of the first importance that the maintenance of our force in the Philippines and its readiness for use afe largely dependent upon a naval base and dockyard at this point.

A MEMORABLE CRUISE.

this fleet made at the very end of 1803 a successful and memorable cruise of Honolulu, and after a short rest returned to their own cruising grounds.

This cruise tested the seakeeping qualities of the units in an unusual degree, and it is gratifying to know that both battleships and cruisers—even the low freeboard Oregon—came out of the trial unscathed.

will be wise to provide the small and inexpensive types suggested.
In addition to the vessels regularly assigned to the various stations other craft
have been employed in important duties.
The first destroyer flotilla has undertaken a long voyage to the Philippines, by
way of the Canaries. Gibraltar, Mediterranean, Suez. Red Sea and so onward
across the Indian Ocean.
A curious and inexplicable effort was
made to interfere with this cruise, but
wiser counsels have prevailed, and our
officers will, therefore, enjoy a new experience and have an opportunity of comparing their craft with foreign destroyers
that have accomplished equally long and
severe journeys.

It must be said in conclusion that most
of this material has been taken from the to Superintendent Kyte of the company in Cincinnati.

When he reached the ton, one of the natives came running out with a rifle in his hands and wanted to know what he was doing up the pole with such a queerlooking instrument.

The native was told he was a workman and that he was talking to Cincinnati.

"Come down out of that," was the injunction he received, "No honey cooler can come around here and tell we'uns such trash as that, Come down, I say."

Snodgrass paid no attention to the command and was shot in the leg, which caused him to fall a distance of twenty feet.

feet.
The mountaineer took him into his home and dressed the wound, and then sent him away with the explanation that a man had paid him \$5 for the privilege of putting the post in his front yard, and he did not intend to let anybody climb it but the man who paid the money.

Snodgrass arrived in Cheinnati and had his wound dressed by a doctor.
It was in the fleshy part of the leg, and while painful, is not dangerous. It must be said in conclusion that most of this material has been taken from the official report of the Chief of the Bureau of Navigation, and that its text has been largely used. No attempt has been made to indicate the names of the ships shown in the chart, but their number and location may be accepted as correct.

LIVES THREATENED BY GAS.

Mother and Two Children Nar rowly Escape Asphyxiation.

REPUBLIC SPECIAL New York, Jan. 30.-Mrs. Matthew Mc-Nulta, president of the Catholic Women's Benevolent Legion, No. 52, of Fordham, was nearly asplayxiated with two of her children in her home. Mr. McNulta, a customs inspector, worked all night Friday. The youngest child, Leo, 5 years old, has been ill for some time, and during his illness three of the children have been stopping with their grandmother, who lives on Rainbridge avenue, near by, leaving Mrs. McNulta with the sick boy, and Helen, aged 7, in the house by themselves.

Joseph, one of the children stopping with their grandmother, has been in the linbit of running around to his home early in the morning to run errands for his mother. He went there, but did not receive any response to his knocks. Then he tried to get in through the cellar, but was nearly overcome by gas. Fearing something was wrong, he aroused some of the neighbors. An entrance was effected and Mrs. McNulta and the two children were discovered in their beas, semiconsectous from the effect of escaping gas which filled the house. Benevolent Legion, No. 52, of Fordham,

house.

Doctor Mulholland was summoned and with some effort managed to restore Mrs. McNulta and the little boy to conscioustess, but it was some hours before the little girl. Helen, was fully recovered.

It was found that the gas had escaped from the pipe leading from the street main to the house.

FARMER SHOT BUSY LINEMAN. Mountaineer Misunderstood Man Talking Over Wire.

REPUBLIC SPECIAL. Cincinnati, Jan. 30.-Because there are

people in this section of the country who

people in this section of the country who have never seen a telephone, and know nothing of its perplexities and mysteries. Harry Snodgrass, a lineman, is suffering from a gunshot wound.

Snodgrass is a lineman employed by the American Telegraph and Telephone Company. The company for which Snodgrass works is popularly known as the long-distance 'phone.

A few days ago he was sent down into the hills of Kentucky to locate a break in the wires of the company. The line he was sent to look after runs in a direct line from Georgetown, Ky., to Huntington, W. Va.

On account of the topography of the country, the line, which goes as a bird would fly, crosses some of the wildest part of the "dark and bloody ground."

Snodgrass climbed a pole near Mount

Olive, Ky. He had a telephone with him, such as linemen carry, and wanted to talk to Superintendent Kyte of the company

Finding of a Firecracker Caused Startling Rumor. REPUBLIC SPECIAL

New York, Jan. 30.—Jersey City had the fag end of an infernal machine scare, the object of which, it, was said, was to blow up the freight steamship Kurdistan.

telephone bell at Police Headquarters rang violently.
"What is wanted?" asked Sergeant Murphy.
"Send some one to the Manhasset dock
"Send some one to the Manhasset dock

"Send some one to the Manhasset dock at once." was the answer. "An attempt has been made to blow up the steamship Kurdistan."
When Chief Murphy was informed of the message he sent Detective Frank Bennett to the dock. An hour later he reported that the only infernal machine he could find was a giant firecracker. The Kurdistan. he said, had unloaded a cargo of firecrackers at Brooklyn before going to Jersey City to take on her cargo of oil.

One of the firecrackers had been left on the ship, and an excited longshoreman had spread the alarm. Captain Haig of the Kurdistan was in-dignant over a report that he had asked the police to hunt for some sailors who were suspected of trying to blow up the ship.

were suspected of trying to blow up the ship.

"There were no sallors on the ship," said Captain Haig, "for the crew was laid off when we reached Brooklyn. There was no attempt to blow up the ship. There wasn't even a firecracker on board. All there was that I could find was the wrapper of a pack of firecrackers. This blew down into the hold and fell on a can of oil, and a frightened longshoreman who was helping to stow the cargo did the rest. I don't know who sent the alarm to the police."

Theater Closes in New York.

REPUBLIC SPECIAL.

New York, Jan. 30.—Health Commis doner Darlington announced that the Italian Theater, on the Bowery, near Grand street, which he had ordered closed, will hardly again be opened.

In Blossom-Land, California

There is brightness and beauty, fulfilling your expectations.

The glory of the spring-time bloom in the prettiest valleys in America, the majesty of the forest-robed mountains the charm of the semi-tropic sea and the countless delights of outdoor life under the blue sky of California do not disappoint. Go now on the

Golden State Limited

Newest of trains, manned by experts, superior dining cars, short line, lowest altitudes. All these features interpreted to the pleasure of its guests by the atmosphere of refinement and elegance. No other train to Southern California makes faster time. No other train is so luxuriously equipped

Leaves Kansas City daily at 9.50 a.m. Through to Los Angeles, Pasadena, Santa Barbara and San Francisco.

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